

**COUNTY OF LOUDOUN**  
**DEPARTMENT OF BUILDING AND DEVELOPMENT**  
**MEMORANDUM**

**DATE:** November 6, 2008

**TO:** Michael Elabarger, Project Manager, Department Of Planning

**THROUGH:** Marilee L. Seigfried, Deputy Zoning Administrator

**FROM:** John D. Kirby, Planner, Zoning Administration

**CASE NUMBER AND NAME:** SPEX-2008-0036, Hogan & Sons Goodyear

**LCTM:** 101/F/1/////1/

**MCPI:** 127-26-4734

**PLAN SUBMISSION NUMBER:** 2<sup>nd</sup> Submission

The property is Zoned CLI under the Revised 1993 Loudoun County Zoning Ordinance. A use such as Motor vehicle service and repair, light is permissible by Special Exception.

**ZONING COMMENTS:**

**A. SPEX Comments:**

1. Under Parking Tabulations identify total parking spaces required and provided. Clarify the discrepancy of the parking totals, according to the SPEX plat 50 parking spaces are proposed, yet only 37 parking spaces are within the SPEX plat. There are 48 parking spaces required for this application.
2. The loading space will be reviewed with the site plan.

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**COUNTY OF LOUDOUN**  
**DEPARTMENT OF BUILDING AND DEVELOPMENT**  
**MEMORANDUM**

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**DATE:** September 3, 2008

**TO:** Michael Elabarger, Project Manager, Department Of Planning

**THROUGH:** Marilee L. Seigfried, Deputy Zoning Administrator

**FROM:** John D. Kirby, Planner, Zoning Administration

**CASE NUMBER AND NAME:** SPEX-2008-0036, Hogan & Sons Goodyear

**LCTM:** 101/F/1/////1/

**MCPI:** 127-26-4734

**PLAN SUBMISSION NUMBER:** 1<sup>st</sup> Submission

The property is Zoned CLI under the Revised 1993 Loudoun County Zoning Ordinance. A use such as Motor vehicle service and repair, light is permissible by Special Exception.

**ZONING COMMENTS:**

**A. SPEX Comments:**

1. Please indicate the size of the Special Exception use. Is the entire 11,000 square feet the Special Exception use or are some portions of the square footage by-right uses? Please include use square footages on the Special Exception plat, as well as in the Statement of Justification. Be advised the entire square footage of the building is not included in the SPEX request. Any future expansion of the use would require a new Special Exception.
2. Correct the proposed zoning tabulations to include square footages.
3. Correct the proposed parking tabulations to include square footages in order to correctly identify the required parking.
4. All parking associated with the Special Exception use must be located within the limits of the Special Exception.

**A-002**

5. The loading space located on the west side of the building appears to be located in front of several service bays, requiring someone to drive over the loading space to get to service bays. Please verify the traffic pattern.
6. The existing parking agreement allows for shared parking, however it does not alleviate the requirement for each of the uses to provide the minimum number of parking spaces. (There is enough overall parking for the entire site; however, the required parking for the Special Exception use is not shown with in the area of the SPEX as required.)
7. Clearly identify all required yards and setbacks (parking, and building) and the required buffer yards.
8. According to County records the northern property bordering this site has a residential use. Please correct the Type I buffer to provide the required Type III buffer yard.
9. The Statement of Justification indicates no noise will negatively affect the immediate area. Please provide information as to how noise will not affect the immediate area.

**ERT COMMENTS:**

1. Staff requests additional information describing the type, storage, use, and disposal of hazardous materials that will be utilized at the facility to demonstrate compliance with 5.320.E of the FSM.

**DEPARTMENT OF BUILDING AND DEVELOPMENT**

**COUNTY OF LOUDOUN**

**MEMORANDUM**

DATE: October 29, 2008

TO: Mike Elabarger, Project Manager, Department of Planning

FROM: Todd Taylor, Environmental Engineer

THROUGH: Gary Clare, Chief Engineer  
William Marsh, Environmental Review Team Leader

CC: Joe Gorney, Community Planner, Department of Planning  
J.D. Kirby, Zoning Planner

**SUBJECT: SPEX-2008-0036 Hogan & Sons Goodyear  
(2<sup>nd</sup> Submission)**

The Environmental Review Team (ERT) has reviewed the revised application and offers the following comments.

1. The applicant's responses state that drainage within the service bays is routed to an oil/water separator prior to being released into an enclosed storm system. Please note that per Facilities Standards Manual (FSM) Section 5.320.E.4.a, the oil/water separator must discharge to the sanitary sewer, when available.
2. The proposed parking areas will be used for vehicles waiting to be repaired, which provide the potential for oils to accumulate. To better protect water quality, which is an issue for consideration per Section 6-1310(H) of the Revised 1993 Loudoun County Zoning Ordinance, staff recommends that the applicant commit to also sending runoff from the parking areas to an oil/water separator.

Please contact me if you have any questions or need additional information.

A-004

**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** October 29, 2008  
**TO:** Mike Elabarger, Project Manager  
Land Use Review  
**FROM:** Joe Gorney, AICP, Senior Planner  
Community Planning  
**SUBJECT:** SPEX 2008-0036, Hogan & Sons Goodyear, 2<sup>nd</sup> Referral

**BACKGROUND**

Hogan & Sons, Inc., proposes a Special Exception to permit an 11,000 square foot light motor vehicle service and repair facility in the Commercial Light Industry (CLI) Zoning District on an approximately 0.82-acre lot within the 3.88-acre South Riding Professional Center. The site is west of Elk Lick Road and approximately 650 feet south of Route 50. The property lies within the Quarry Notification Overlay District (QN) and the Airport Impact Overlay District (AI) LDN 60 1-mile buffer.

The applicant has responded to staff comments dated August 22, 2008 and addressed issues related to land use, bicycle and pedestrian circulation, and signs and lighting. Outstanding issues are outlined below.

**COMPLIANCE WITH THE COMPREHENSIVE PLAN**

The subject property is governed under the policies of the Revised General Plan, as amended. The property is located within the Dulles Community of the Suburban Policy Area, and is designated as a Business area (Arcola Area/Route 50 Corridor Plan, Planned Land Use Map). The policies of the Bicycle and Pedestrian Mobility Master Plan, the Countywide Transportation Plan, and the Countywide Retail Plan (Retail Plan) also apply.

**OUTSTANDING ISSUES**

**Stormwater Management**

In the 1<sup>st</sup> Referral, staff recommended that the applicant consider employing Low Impact Development facilities on-site, such as:

- Permeable paving;
- Natural landscaping enhanced through the routing of runoff through these areas;
- Native-vegetated drainage swales for the movement and temporary storage of runoff;
- Vegetated filter strips that can slow runoff speed, trap sediment and pollutants, and provide additional water absorption;
- Naturalized detention basins that store and gradually release runoff;
- The collection and use of rooftop runoff for irrigation; and,
- Green roofs.

A-005

The applicant responded that the stormwater management for the property is already approved as part of the South Riding Professional Center, per SPAM 2007-0085, and must be designed to be consistent with that plan.

***While staff recognizes that that SPAM 2007-0085 already includes adequate water quality and quantity controls, staff suggests that the applicant route storm flows, other than flows from parking areas, through planted areas to help ensure the viability of the plant materials. The applicant could take advantage of storm flows from the vegetated area east of the site, along with on-site roof runoff.***

### **Building Placement and Design**

Staff previously recommended that the applicant commit to various building placement and design practices, as specified in the Revised General Plan and the Retail Plan, such as:

- Design buildings with a unity of design through the use of similar elements, such as rooflines, materials, window arrangement, sign location, and architectural details;
- Include usable outdoor spaces;
- Incorporate building recesses, off-sets, angular forms, or other features;
- Consider distinctive roof forms; and,
- Incorporate weather protection over the front walkway.

The applicant responded that a rendering of the proposed building was submitted with the application and that the "building will be constructed primarily of brick and detailed similarly to the existing office building, with symmetrical window arrangement and complementary parapet detail. The building is designed with four building offsets, two per elevation, and a recess at the entry area to provide interest as well as weather protection. Two or three benches for patrons will also be placed near the entry area of the building. Other features include flat or angled awnings at the service bay areas."

***Staff appreciates the inclusion of these design practices into the development and recommends that the applicant commit to them.***

### **Landscaping and Buffering**

Staff recommended that the depicted plantings be augmented around the building with special consideration to the building frontage along the entry road to create an overhead tree canopy, and that the applicant commit to the landscaping and buffering.

The applicant responded that the proposed plan provides for the installation of 13 canopy trees and 9 ornamental trees, and that the spacing allocated for these plantings is appropriate for the trees and to ensure their longevity. Additionally, the applicant stated that plant materials would be listed on the plan sheet, and that they are willing to meet with staff to review the landscaping plan.

***Staff recommends that the applicant meet with the County Forester to review the plant materials, landscaping plan, and planting details. Staff also recommends that the applicant select plant species indigenous to the Virginia Piedmont region and commit to the landscaping plan.***

### **RECOMMENDATIONS**

Staff recommends approval of the application with conditions as discussed above.

cc: Julie Pastor, AICP, Planning Director  
Cindy Keegan, AICP, Program Manager, Community Planning (via email)

A-006

**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** August 22, 2008

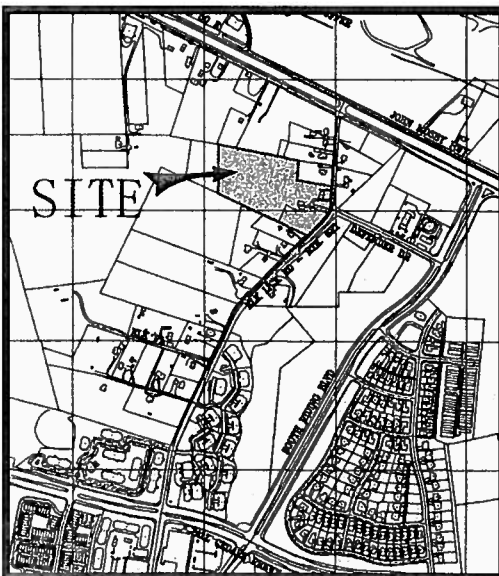
**TO:** Mike Elabarger, Project Manager  
Land Use Review

**FROM:** Joe Gorney, AICP, Senior Planner  
Community Planning

**SUBJECT:** SPEX 2008-0036, Hogan & Sons Goodyear

**BACKGROUND**

Hogan & Sons, Inc., proposes a Special Exception to permit an 11,000 square foot light motor vehicle service and repair facility in the Commercial Light Industry (CLI) Zoning District on an approximately 0.82-acre lot within the 3.88-acre South Riding Professional Center. The site is west of Elk Lick Road and approximately 650 feet south of Route 50. The property lies within the Quarry Notification Overlay District (QN) and the Airport Impact Overlay District (AI) LDN 60 1-mile buffer.



**Vicinity Map**

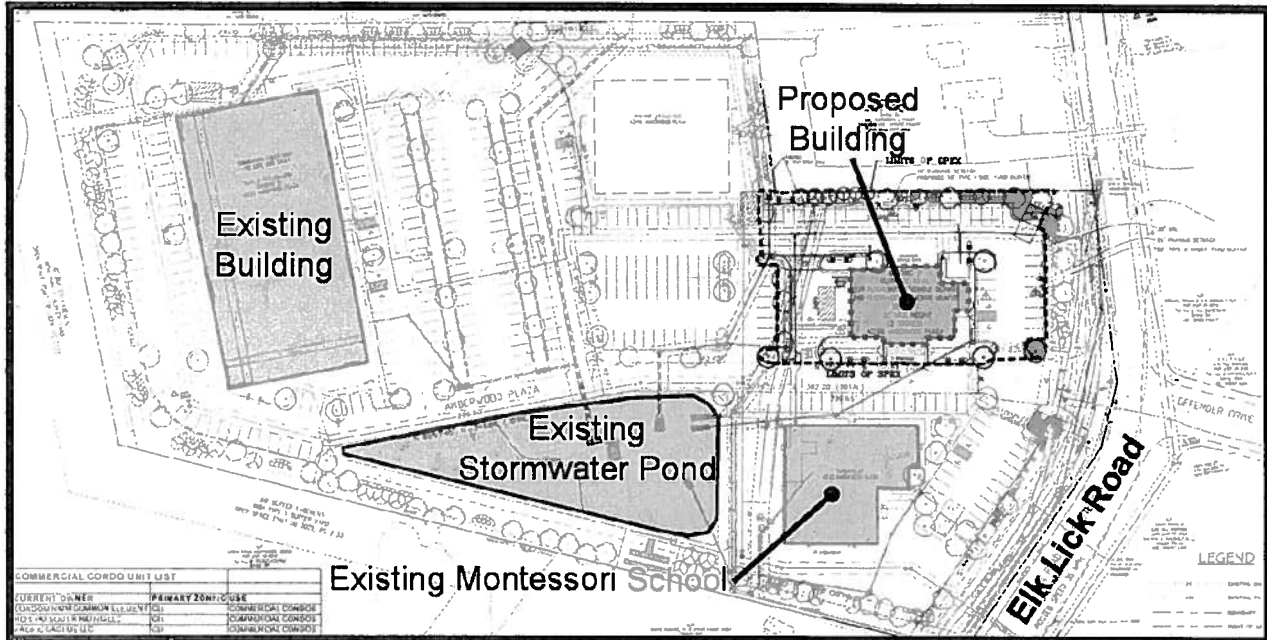


**Existing Conditions (August 7, 2008)**

**A-007**

The lot is surrounded by a Montessori school to the south, a daycare center to the east, a storage yard to the north, and a parking lot and newly constructed office building to the west.

The lot has been previously cleared and graded. There are no known floodplain, river and stream, archeological, historic, or tree resources on-site. A stormwater management pond lies approximately 150 feet to the southwest of the lot within the South Riding Professional Center.



Proposed Plat

### COMPLIANCE WITH THE COMPREHENSIVE PLAN

The subject property is governed under the policies of the Revised General Plan, as amended. The property is located within the Dulles Community of the Suburban Policy Area, and is designated as a Business area (Arcola Area/Route 50 Corridor Plan, Planned Land Use Map). The policies of the Bicycle and Pedestrian Mobility Master Plan (BPMMP), the Countywide Transportation Plan (CTP), and the Countywide Retail Plan (Retail Plan) also apply.

### ANALYSIS LAND USE

The proposed service and repair facility is considered a service use. Services are a secondary land use in the Business Community (Revised General Plan, text, p. G-10). For larger projects "[t]he County encourages a mix of uses in most of its office and light-industrial business developments" (Revised General Plan, text, p. 6-20). The land use mix, as a percentage of the land area, in Regional Office communities will generally comply with the following ratios:

A-008



Land Use Category	Minimum Required	Maximum Permitted
High Density Residential	15%	25%
Regional Office	50%	70%
Commercial Retail and Services*	0%	10%
Light Industrial/Flex	0%	20%
Overall Commercial & Light Industrial	0%	20%
Public & Civic	5%	No maximum
Public Parks & Open Space	10%	No maximum

\* Retail Policy Guidance provided in Countywide Retail Plan (Revised General Plan, Policy 5, p. 6-29)

For properties less than 50 acres, such as the proposed site, the Revised General Plan recognizes that the land use mix may not be achievable. In those cases, the applicant may vary from the land use mix by showing that an alternative is more appropriate for the specific site. This can be accomplished by providing the County with a survey of land uses within a 1,500-foot radius of the site (Revised General Plan, Policy 8, p. 6-7).

A review of County records indicates a mix of uses within a 1,500 foot radius of the property, including office, light industrial, heavy industrial, commercial, residential, and open space.

***Staff recommends that the applicant provide a detailed inventory of the uses, including retail and service uses, within a 1,500-foot radius of the proposed service and repair facility. The applicant should also explain how the proposed use will serve the Business Community.***

## SITE DESIGN

Design issues include stormwater management, bicycle and pedestrian circulation, building placement and design, landscaping and buffering, and signs and lighting. Design guidelines are included in the County's Revised General Plan and Retail Plan and are intended to emphasize the development of uses that accommodate the customer, the business, and the adjoining land uses (Retail Plan, text, p. 19).

## Stormwater Management



**Stormwater Pond  
(August 7, 2008)**

The Revised General Plan calls for the protection of surface water resources from "contamination and pollution and preventing the degradation of water quality in the watersheds" (Revised General Plan, text, p. 5-12). The proposed impervious surfaces are an anticipated source of automotive-related runoff and pollutants, such as litter, road salts, oil, grease, and metals, which impact water quality. Additionally, the possibility of spills exists at any location handling fuel and other hazardous substances. The Revised General Plan also calls for secondary containment, treatment, and

A-009

emergency response plans for activities involving potential pollution sources, such as petroleum products, chemical products, and other potential contaminants (Revised General Plan, Policy 21, p. 5-18). It is expected that the facility will generate a number of hazardous substances with the associated potential for water, air, and ground contamination.

To address these concerns, the Retail Plan calls for the incorporation of drainage and stormwater management facilities into the project site design (Retail Plan, Design Guidelines, p. 20). The Revised General Plan also calls for low impact development (LID) techniques, which integrate hydrologically functional designs with methods for preventing pollution (Revised General Plan, Policy 2, p. 5-17). LID approaches seek to control runoff discharge, volume, frequency, and quality in order to mimic predevelopment runoff conditions through a variety of small-scale site design techniques. LID techniques can help reduce sedimentation and erosion, trap and remove pollutants such as nitrogen, phosphorus, metals, and organic compounds, protect wildlife habitat, store flood waters, and maintain the overall water quality of nearby streams. These facilities should be located as close as possible to impervious areas and utilize the landscape and soils to naturally move, store, and filter run-off. The associated flow reductions and water quality improvements can then benefit the receiving streams. LID techniques include:

- Permeable paving;
- Natural landscaping enhanced through the routing of runoff through these areas;
- Native-vegetated drainage swales for the movement and temporary storage of runoff;
- Vegetated filter strips that can slow runoff speed, trap sediment and pollutants, and provide additional water absorption;
- Naturalized detention basins that store and gradually release runoff;
- The collection and use of rooftop runoff for irrigation; and
- Green roofs.

A stormwater management pond lies approximately 150 feet southwest of the proposed service and repair building. The applicant has not provided design information regarding water quality or spill containment. The proposal appears to rely upon a traditional curb and gutter system to relay stormwater runoff directly to the nearby stormwater management pond without on-site treatment.

***Staff recommends that the applicant consider employing LID facilities on-site. Staff recommends water treatment measures that mimic the pre-development conditions of the site, mitigate impacts to the watershed, and treat the stormwater runoff as an amenity. The applicant should consider various site measures, such as permeable pavers, porous concrete, cisterns, planted swales, curb cuts, rain gardens, and bioretention filters adjacent to impervious areas, to promote infiltration on-site, minimize peak storm flows, and help filter non-point source pollutants. Pipe installation should be minimized.***

A-010

***Staff also recommends that the applicant provide information regarding primary containment, secondary containment, prevention of pollutant releases, and spill contingency planning. Consideration should be given to the prevention of pollutant and hazardous materials releases into the environment as a result of leaks, fugitive air emissions, accidents, improper disposal, or discharge.***

#### **Bicycle & Pedestrian Circulation**

Elk Lick Road is designated as a Baseline Connecting Roadway for the Bicycle and Pedestrian Mobility Master Plan (BPMMP). Such Connecting Roadways were selected to provide comprehensive connectivity throughout the County and its most populated areas (BPMMP, text, p. 45). The BPMMP also stresses the importance of bicycle and pedestrian mobility both within a site and between adjacent sites. Developments should enhance bicycle and pedestrian mobility throughout the County (BPMMP, Policies 3, 5, 6, & 7, p. 33).

The property frontage along Elk Lick Road features an existing 5-foot wide asphalt trail. The applicant proposes sidewalks and crosswalks to connect with the trail and to provide connectivity within the South Riding Professional Center.

***Staff recommends that the applicant commit to the pedestrian improvements as depicted on the plat.***

#### **Building Placement and Design**

Regional Office developments will emulate the key traditional design concepts of the Revised General Plan by addressing the design and function of exterior spaces, pedestrian access from adjoining residential areas, architectural cohesiveness, and environmental conservation. To frame and define the street space, buildings should face each other across the street with minimal setbacks. Spatial definition should be reinforced with the regular planting of street trees chosen to develop an overhead leaf canopy. Parking should not be located at the front of buildings (Revised General Plan, text, pp. 11-14 – 11-15).

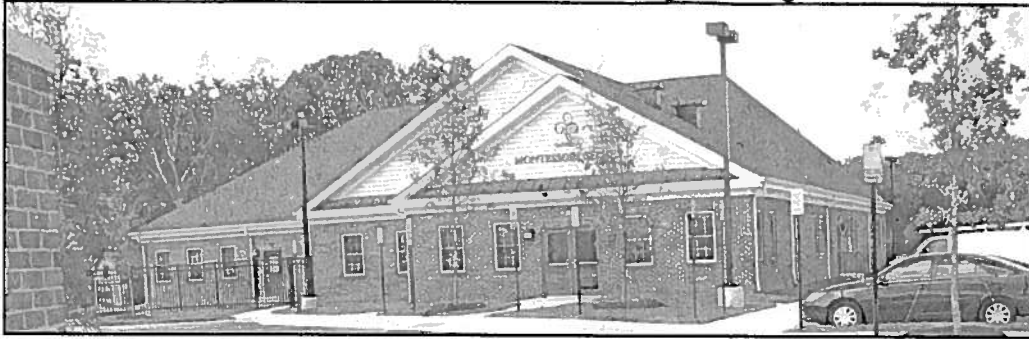
The Retail Plan provides further guidance including:

- Design buildings with a unity of design through the use of similar elements, such as rooflines, materials, window arrangement, sign location, and architectural details;
- Include usable outdoor spaces;
- Incorporate building recesses, off-sets, angular forms, or other features;
- Consider distinctive roof forms; and
- Incorporate weather protection over the front walkway (Retail Plan, Design Guidelines, p. 20).

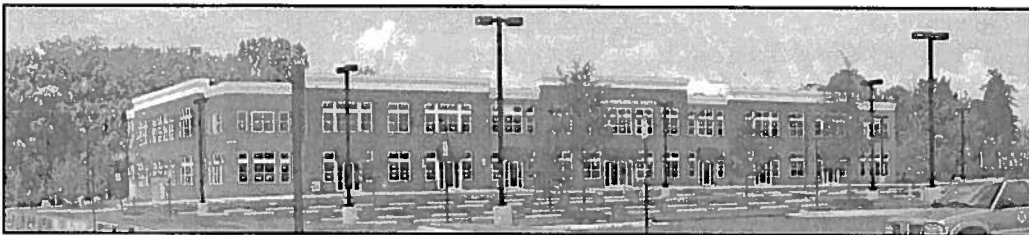
The applicant has placed the building close to the internal entry road with several street trees. Parking is placed to the sides and rear of the building. The applicant has not provided information regarding building design.

A-011

The following pictures depict several of the surrounding buildings:



**Montessori School (August 7, 2008)**



**Office Condominium Building (August 7, 2008)**



**Car Wash (August 7, 2008)**

***Staff recommends that the applicant commit to a building placement and design that addresses the issues raised in the Revised General Plan and Retail Plan to include:***

- ***Rooflines, materials, window arrangement, sign location, and architectural details compatible with the surrounding buildings;***
- ***Usable outdoor spaces and amenities for employees and patrons, such as shaded benches and picnic tables;***
- ***Building recesses, off-sets, angular forms, or other features;***
- ***Distinctive roof forms; and***
- ***Weather protection over the front walkway.***

#### **Landscaping and Buffering**

The Retail Plan provides guidance for landscaping and buffering, including the following:

**A-012**

- Landscape large parking areas with trees and shrubs to reduce the visual impact, provide shade, and reduce the heat absorption;
- Landscape the street frontage with trees to create a green edge;
- Screen parking areas from adjacent streets with heavy landscaping, depressed parking areas, or earthen berms;
- Separate parking lots from sidewalks with green space; and
- Screen ground mounted mechanical equipment (Retail Plan, Design Guidelines, pp. 20-21).

Overall, landscaped edges screen and soften views of the business from roads, enhance the visual quality of the project, provide employees and patrons with open space, and mitigate environmental effects.

The applicant has stated that landscaping and buffering will meet the requirements of Sections 5-1300 and 5-1400 of the Revised 1993 Zoning Ordinance.

***Staff recommends that the depicted plantings be augmented around the building with special consideration to the building frontage along the entry road, to create an overhead tree canopy. The applicant should then commit to the landscaping and buffering.***

### **Signs and Lighting**

County policies call for appropriate lighting to improve visibility and enhance public safety while precluding unnecessary and intrusive light trespass (Revised General Plan, Policy 1, p. 5-42).

The Retail Plan also provides lighting and sign guidance. Retail Plan guidelines include the following:

- Develop signs as an integral part of the overall center design;
- Select lighting that eliminates glare and light spillover onto adjoining properties; and
- Select lighting fixtures that are attractive and compatible with the retail center (Retail Plan, Design Guidelines, p. 21).

The applicant has stated that site lighting will comply with Sections 5-652(4) and 5-1504 of the Revised 1993 Zoning Ordinance. The application does not specifically address the amount of lighting that is anticipated, the intensity of the lighting, the hours of operation, or sign lighting.

***Staff recommends that the applicant provide further assurances that lighting will be fully shielded, provide a glare free environment, be confined to the site, and turned off after business hours, unless required for security purposes, and that illumination levels will be no greater than necessary for a light's intended purpose. All lighting should be designed to preclude light trespass onto adjoining properties, glare to passersby, skyglow, and deterioration of the nighttime environment.***

A - 013

## **RECOMMENDATIONS**

Staff is not able to recommend approval of the Special Exception request until such time that the issues raised above are addressed.

Staff is available to meet with the applicant to discuss these issues.

Cc: Julie Pastor, AICP, Planning Director  
Cindy Keegan, AICP, Program Manager, Community Planning (via email)

A-014

**County of Loudoun**  
**Office of Transportation Services**  
**MEMORANDUM**

**DATE:** October 29, 2008

**TO:** Michael Elabarger, Project Manager, Department of Planning

**FROM:** Carol A. Lew, Senior Transportation Planner/Manager – Highway Division

**SUBJECT:** **SPEX 2008-0036 Hogan & Sons Goodyear (South Riding Professional Center) Second Referral**  
**CTP Roads – None**  
**Local Road - Elk Lick Road (Route 621)**

**BACKGROUND**

Use. This special exception application would allow the construction of a new tire store on property located on the west side of Elk Lick Road (Route 621) at the intersection with Defender Drive. The applicant requests approval to permit a tire store use with eleven service bays (ITE Land Use Code 848). Note the applicant is currently approved for office use (ITE Land Use Code 710) up to 5,500 square feet and included this in the traffic study.

Location. The site location is the northwest quadrant of the intersection of Elk Lick Road (Route 621) / Defender Drive and is approximately three acres. The site is bounded on the north by Route 50 and on the east by Route 621. Access is currently provided on Elk Lick Road opposite Defender Drive via Amberwood Plaza.

References. References for this referral are the Revised Countywide Transportation Plan (adopted July 23, 2001), the Loudoun County Bicycle and Pedestrian Mobility Master Plan, (adopted October 20, 2003), and The American Association of State Highway and Transportation Officials (AASHTO) Standards, Guide for the Development of Bicycle Facilities, (dated 1999). In its consideration of this application, the Office of Transportation Services (OTS) reviewed a traffic study prepared by Wells and Associates, and Special Exception Plat, Hogan & Sons Goodyear, dated May 16, 2008.

**EXISTING, PLANNED, AND PROGRAMED ROADS**

Elk Lick Road (Route 621) and Defender Drive are currently two lane paved local roads. Access is currently provided on Elk Lick Road opposite Defender Drive via the site entrance for Amberwood Plaza. Other existing uses also access this entrance. This

*A-015*

special exception use is totally surrounded by the by-right use of South Riding Professional Center. Therefore, it does not appear possible for Defender Drive to be extended to the west though the by-right use since this by-right use exists.

## **EXISTING AND FORECASTED PEAK HOUR TRAFFIC VOLUMES AND SERVICE LEVELS**

Attachment 1 (Table 1), provided with first submission, illustrates intersection levels of service for both John Mosby Highway/Elk Lick Road intersection and Elk Lick Road and Defender Drive/Site Driveway.

Attachment 2 (Table 2), provided with first submission, summarizes the site trip generation analysis for both the approved development and the proposed development.

### **Background Traffic Assumptions**

The Applicant's traffic study indicates that regional background traffic will continue to increase due to growth in the surrounding area. Based on historical VDOT traffic data, the Applicant's traffic study estimates that background traffic on Ellick Road will grow at 2% per year for a two-year period.

### **Trip Generation from Proposed Development**

The Applicant's traffic study indicates that the proposed special exception program would generate 25 AM peak hour trips, 42 PM peak hour trips, and 193 daily trips. The proposed development program would generate 145 more daily trips (when the total site is fully developed with the additional office) than the currently approved development for all office.

## **TRANSPORTATION COMMENTS**

**Comment 1:** The applicant proposes on Page 18, Paragraph # 2, that the eastbound approach for the entrance at Amberwood Plaza be restriped to provide a separate left and shared through-right lane. This movement is expected to operate at LOS "E" during the PM peak hour under both the approved and proposed programs. Since the movement's delay is minimal (approximately seven seconds) and not significantly affecting other turning movements at the intersection, and only occurs during the PM peak hour, no other geometric or lane widening improvements are recommended.

**Response:** Acknowledged. The Applicant will agree to a condition of approval requiring the restriping as a condition of issuance of the zoning/building permit for the building.

**Status:** Comment is resolved.

**Comment 2:** Please document that the 6' trail connects to the trail proposed on the parcel to the north.

A-016



**Response:** The 6-foot trail shown on Sheet 3 is an existing improvement, outside the limits of the current special exception application, that was already constructed per SPAM 2007-0085, and is available for the offsite owner to connect to use.

**Status:** Comment is resolved.

**Comment 3:** Recommend that when the total site is developed with the additional office use, the traffic study be resubmitted for additional review with that application.

**Response:** The subject property is located in the CLI zoning district, and has already been approved per SPAM 2007-0085 for 5,500 square feet of office uses, which is a use permitted by right in the CLI district. Upon approval of SPEX 2008-0036, the Applicant will submit an application for approval of a site plan amendment to permit the building that will contain both 3,240 square feet of by-right office and the Hogan & Sons Goodyear use.

**Status:** Comment is resolved.

**Comment 4:** The applicant, VDOT, Department of Planning and OTS met on 10/24/08, to discuss VDOT comments and review the site layout. The following new comment is a result of that meeting. Recommend a special exception condition that would require the southern bay entrance for the use to be limited to off-peak hours if a traffic flow problem is noted on Elk Lick Road that impedes right turns from Elk Lick Road into Amberwood Plaza. This southern bay entrance and the parking opposite the southern bay entrance could present future conflicts with this movement and there appears to be no other possible solutions. A signal at Elk Lick/Defender Drive/Site Entrance would be too close to the future Route 50 signal, approximately less than 800', and there is not enough ROW for a right turn lane into the entrance and a right turn lane may not be allowed into a private entrance. At this meeting, it was also noted that the curve on Elk Lick Road needs additional ROW to correct the curvature. However, this ROW, which was part of the by-right site plans, is not part of this special exception.

## CONCLUSION

**The Office of Transportation Services has no objection to approval of the Special Exception provided the above comment # 4 is addressed.**

Cc: Andy Beacher, Assistant Director, Office of Transportation Services  
Art Smith, Senior Coordinator, Office of Transportation Services  
Tom Van Poole, Senior Transportation Engineer, VDOT District  
John Bassett, Transportation Engineer, VDOT District

A-017

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**County of Loudoun**  
**Office of Transportation Services**  
**MEMORANDUM**

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**DATE:** August 21, 2008

**TO:** Michael Elabarger, Project Manager, Department of Planning

**FROM:** Carol A. Lew, Senior Transportation Planner/Manager – Highway Division

**SUBJECT: SPEX 2008-0036 Hogan & Sons Goodyear (South Riding Professional Center) First Referral**  
**CTP Roads – None**  
**Local Road - Elk Lick Road (Route 621)**

**BACKGROUND**

Use. This special exception application would allow the construction of a new tire store on property located on the west side of Elk Lick Road (Route 621) at the intersection with Defender Drive. The applicant requests approval to permit a tire store use with eleven service bays (ITE Land Use Code 848). Note the applicant is currently approved for office use (ITE Land Use Code 710) up to 5,500 square feet and included this in the traffic study; however the applicant is currently seeking approval of the tire store use only. Therefore, the applicant would need to apply for the 3,240 square feet of Office Use (ITE Land Use Code 710) in a separate application.

Location. The site location is the northwest quadrant of the intersection of Elk Lick Road (Route 621) / Defender Drive) and is approximately three acres. The site is bounded on the north by Route 50 and on the east by Route 621. Access is currently provided on Elk Lick Road opposite Defender Drive via Amberwood Plaza.

References. References for this referral are the Revised Countywide Transportation Plan (adopted July 23, 2001), the Loudoun County Bicycle and Pedestrian Mobility Master Plan, (adopted October 20, 2003), and The American Association of State Highway and Transportation Officials (AASHTO) Standards, Guide for the Development of Bicycle Facilities, (dated 1999). In its consideration of this application, the Office of Transportation Services (OTS) reviewed a traffic study prepared by Wells and Associates, and Special Exception Plat, Hogan & Sons Goodyear, dated May 16, 2008.

**EXISTING, PLANNED, AND PROGRAMED ROADS**

Elk Lick Road (Route 621) and Defender Drive are currently two lane paved local roads. Access is currently provided on Elk Lick Road opposite Defender Drive via the site entrance for Amberwood Plaza. Other existing uses also access this entrance.

**A-018**

## **EXISTING AND FORECASTED PEAK HOUR TRAFFIC VOLUMES AND SERVICE LEVELS**

Attachment 1 (Table 1) illustrates intersections level of service for both John Mosby Highway/Elk Lick Road intersection and Elk Lick Road and Defender Drive/Site Driveway.

Attachment 2 (Table 2) summarizes the site trip generation analysis for both the approved development and the proposed development.

### **Background Traffic Assumptions**

The Applicant's traffic study indicates that regional background traffic will continue to increase due to growth in the surrounding area. Based on historical VDOT traffic data, the Applicant's traffic study estimates that background traffic on Ellick Road will grow at 2% per year for a two-year period.

### **Trip Generation from Proposed Development**

The Applicant's traffic study indicates that the proposed special exception program would generate 25 AM peak hour trips, 42 PM peak hour trips, and 193 daily trips. The proposed development program would generate 145 more daily trips (when the total site is fully developed with the additional office) than the currently approved development for all office.

## **TRANSPORTATION COMMENTS**

1. As the applicant proposes on Page 18, Paragraph # 2, recommend that the eastbound approach for the entrance at Amberwood Plaza be restriped to provide a separate left and shared through-right lane. This movement is expected to operate at LOS "E" during the PM peak hour under both the approved and proposed programs. Since the movement's delay is minimal (approximately seven seconds) and not significantly affecting other turning movements at the intersection, and only occurs during the PM peak hour, no other geometric or lane widening improvements are recommended.
2. Please document that the 6' trail connects to the trail proposed on the parcel to the north.
3. Recommend that when the total site is developed with the additional office use that the traffic study be resubmitted for additional review with that application.

## **CONCLUSION**

**The Office of Transportation Services has no objection to approval of the Special Exception provided the above comments are addressed.**

Cc: Andy Beacher, Assistant Director, Office of Transportation Services  
Art Smith, Senior Coordinator, Office of Transportation Services  
Tom Van Poole, Senior Transportation Engineer, VDOT District

A-019

Table 1

South Riding Professional Center Goodyear  
Intersection Level of Service

Intersection	Intersection Control	Critical Movement	Existing 2008		2010			
			AM		Approved Development		Proposed Development	
			AM	PM	AM	PM	AM	PM
1. John Mosby Highway (Route 50)/ Elk Lick Road (Route 621) Stop controlled intersection (Existing)	Unsignalized	WBL NBL	B [13.1] E [39.9]	B [13.2] F [985.3]	N/A		N/A	
Background Improvement: Install Signal	Signalized	EBT EBR WBL WBT NBL NBR Overall	N/A		B (12.8) A (8.0) A (7.9) A (4.8) C (31.5) C (25.4) B (10.9)	B (17.6) C (14.4) C (27.5) B (11.3) D (43.6) C (20.3) B (15.6)	B (12.9) A (8.0) A (8.0) A (4.8) C (31.6) C (25.4) B (11.0)	B (18.2) B (14.8) C (28.2) B (11.4) D (44.2) C (20.1) B (15.4)
2. Elk Lick Road (Route 621) Defender Drive/Size Driveway	Unsignalized	EBLT EBR WBLTR NBLT NBR SBLTR	B [12.6] A [0.0] B [10.9] A [0.0] A [0.0] A [4.4]	B [11.5] A [8.5] B [10.9] A [0.0] A [0.0] A [4.3]	N/A		N/A	
Improvement: Restripe Left, Through-Right	Unsignalized	EBL EBTR WBLTR NBLT NBR SBLTR	N/A		C [20.1] B [12.5] C [17.8] A [1.9] A [0.0] A [2.5]	E [37.6] C [21.7] D [33.4] A [2.2] A [0.0] A [1.1]	C [21.0] B [12.8] C [18.4] A [1.9] A [0.0] A [2.5]	E [44.8] C [23.4] E [37.8] A [2.3] A [0.0] A [1.1]

Notes:

- (1) Numbers in parentheses ( ) represent delay at signalized intersections in seconds per vehicle.  
(2) Numbers in square brackets [ ] represent delay at unsignalized intersections in seconds per vehicle.

Table 2  
 South Riding Professional Center Goodyear  
 Site Trip Generation Analysis (1)

Land Use	ITE Land Use Code	Size	Units	AM Peak Hour			PM Peak Hour			Average Daily Traffic
				In	Out	Total	In	Out	Total	
<b>Approved Development</b>										
Office	710	5,500	SF	16	2	18	14	71	85	143
<b>Proposed Development</b>										
Office	710	3,240	SF	11	1	12	14	68	82	95
Tire Store (2)	848	11	Bays	16	9	25	18	24	42	193
				27	10	37	32	92	124	288
<b>DIFFERENCE (Approved vs. Proposed)</b>				11	8	19	18	21	39	145

Notes:

- (1) Traffic estimates based on Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition.  
 (2) ADT rate based on 7,760 SF of tire store uses (11,000 total SF minus 3,240 SF of office).



# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

October 24, 2008

Mr. Michael Elabarger  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000

Re: Hogan & Sons Goodyear  
(Was Church Property, aka South Riding Professional Center)  
(2nd Submission)  
Loudoun County Application Number SPEX 2008-0036

Dear Dr. Elabarger:

We have reviewed the above noted application as requested in your transmittal dated October 14, 2008. Pursuant to a meeting held Friday, October 24, 2008 between VDOT, Loudoun County and representatives of the applicant, we offer the following comment:

1. We continue to recommend that this applicant provide a monetary contribution towards area transportation improvements.

If you have any questions, please call me at (703) 383-2061.

Sincerely,

John Bassett, P.E.  
Transportation Engineer

cc: Imad Salous, P. E.

# VDOT

August 22, 2008

Mr. Michael Elabarger  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000

Re: Hogan & Sons Goodyear  
(was Church Property, aka South Riding Professional Center)  
(1<sup>st</sup> Submission)  
Loudoun County Application Number SPEX 2008-0036

Dear Dr. Elabarger:

We have reviewed the above noted application as requested in your transmittal dated July 23, 2008. We offer the following comments:

1. Interparcel connections should be made to the properties to the north and to the south, especially to the proposed "Main Street Project" SPEX 2004-0002 to the north.
2. This applicant should provide a monetary contribution towards a traffic signal at the intersection of Route 50 and Elk Lick Road, Route 621.
3. We recommend that this applicant provide a monetary contribution towards area transportation improvements.
4. The frontage improvements on Route 621, Elk Lick Road should be encompassed within right of way dedication.
5. The frontage improvements on Route 621, Elk Lick Road should be in accordance with VDOT standards.

A-023

6. Additional right of way should be dedicated on the inside of the horizontal curve on Elk Lick Road, Route 621 to the extent that, at least, a standard minimum roadway centerline radius can be met for the design speed of the Elk Lick Road.
7. Any utility poles within the dedicated right of way and/or the roadside clear zone are to be relocated at the expense of the applicant.
8. Please see the attached memorandum dated 08/06/2008 from Mr. Arsalan (Alex) Faghri of VDOT's Traffic Engineering Section regarding the Traffic Impact Analysis (TIA).

If you have any questions, please call me at (703) 383-2061.

Sincerely,

John Bassett, P.E.  
Transportation Engineer

Attachment

cc: Imad Salous, P. E.

## Memorandum

**To:** John Bassett, P.E.

**From:** Arsalan (Alex) Faghri

**CC:** Jim R. Turner, P.E.

**Date:** 08/06/2008

**Re:** RUID 9952 – South Riding Professional Center – Rt. 50 and Elk Lick Road

---

We have reviewed first submission Traffic Impact Analysis (TIA) associated with the subject project.

The project was initially approved for a 5,500 square feet of general office use. The current application is a special exception to amend the use to a mix of 3,240 square feet of general office use along with CLI use to include 11 service bay tire store.

A-024



The site is located west of Elk Lick Road, south of Rt. 50 and across from Defender Drive. The site access is via an existing access to Amberwood Plaza opposite Defender Drive. The project build-out year is anticipated to be 2010.

This TIA is exempt from Chapter 527 regulations. The volume generated by the site is less than the thresholds set by Chapter 527 regulations for commercial sites.

We offer the following comments:

1. Please provide a hard copy of the TIA with the next submittal.
2. Although the existing volume and lane configuration is correctly depicted on Figures 3 and 4, however, they do not match the volume and lane use input on Synchro in the analysis of existing conditions. This would produce erroneous analysis of existing conditions. The volume input on Synchro is lower and lane configuration is incorrect. Please use the correct volume and lane configuration.
3. Based on comment 1 above, please modify the results of the analysis for existing LOS on top of page 9 and also on Table 1.
4. Comment 1 also applies to 2010 approved development LOS. Although volume discrepancy is less drastic but please use the correct volumes on all Synchro analyses.
5. All of Table 1 should be modified based on the above comments.
6. Figure 4 "Existing peak hour volumes" plus Figure 5 "Annual growth 2% compounded annually" plus Figure 7 "2010 other development traffic" plus Figure 8 "Site Generated traffic" do not add up to either Figures 9 or 10 which represent 2010 total future either for the approved or proposed development. Please explain.
7. The 11 background developments are excessive. Developments such as Brambleton or Kirk Patrick Farms are simply too far to impact the study area. Furthermore, some of these developments may not be fully built-out by 2010. Please refine the list and use more reasonable assumptions.

We have stamped the study as ***Rejected, correct and resubmit***. We are retaining one CD for our records and returning two CDs to you via interoffice mail. Please call if you have any questions.

A-025

**From:** Boyd Church  
**To:** Mike.Elabarger@loudoun.gov  
**Date:** 8/11/2008 3:19 PM  
**Subject:** SPEX 2008-0036 Hogan and Sons Goodyear

**CC:** Randy Williford

Dear Mike,

I have reviewed the information for the above referenced project. No stormwater concepts were provided so therefore we reserve the opportunity to review and comment at the development review stage.

Sincerely,  
Boyd M. Church  
Senior Stormwater Engineer  
Loudoun County Dept. of General Services  
Stormwater Management  
803 Sycolin Road, S.E. Suite 100  
Leesburg, VA 20176  
Office- 571.258.3204  
Fax- 703. 737.8008  
Mobile- 571.233-9629

A-026

# COUNTY HEALTH

August 22, 2008

**MEMORANDUM TO:** Michael Elabarger, Project Manager MSC # 62  
Planning Department, Building & Development

**FROM:** John P. Dayton MSC #68  
Sr. Env. Health Specialist  
Division Of Environmental Health

**SUBJECT:** **SPEX 2008-0036, Hogan & Son Goodyear**  
**LCTM: 101F((1))1, PIN 127 26 4734**

This Department reviewed the package provided to this office and the plat prepared by Bowman Consulting revised **7/1/08**, and has no comment to the proposal.

If further information or clarification on the above project is required, please contact John Dayton at 737-8848.

JPD/JEL/jpd

A-027

August 15, 2008



Michael Elabarger  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, VA 20177-7000

**Re: SPEX – 2008-0036; Hogan and Sons Goodyear**

Dear Mr. Elabarger:

Loudoun Water has reviewed the referenced application and has no objection to its approval.

Loudoun Water could serve the proposed development by extension of existing facilities. Public water and sanitary sewer service would be contingent upon the developer's compliance with our *Statement of Policy; Rate, Rules and Regulations*; and Design Standards.

Should you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Julie Atwell".



Julie Atwell  
Engineering Administrative Specialist

A-028





**COUNTY OF LOUDOUN  
PARKS, RECREATION AND COMMUNITY SERVICES  
REFERRAL MEMORANDUM**

**To:** Michael Elabarger, Project Manager, Planning Department (MSC #62)  
**From:**  Brian G. Fuller, Park Planner, Facilities Planning and Development (MSC #78)  
**Through:**  Mark A. Novak, Chief Park Planner, Facilities Planning and Development  
**CC:** Diane Ryburn, Director  
Steve Torpy, Assistant Director  
Su Webb, Park Board, Catoctin District, Chairman  
Steve Hines, Park Board, Dulles District

**Date:** July 30, 2008



**Subject:** SPEX 2008-0036 Hogan & Sons Goodyear  
**Election District:** Dulles Sub Planning Area: Dulles  
**MCPI #:** 127-26-4734

PRCS has reviewed the referenced application, and offers no objection to its approval based on the material provided.

If you have any questions or concerns regarding these comments, please do not hesitate to contact me personally via phone at 571-258-3251, or via e-mail at [brian.fuller@loudoun.gov](mailto:brian.fuller@loudoun.gov). You may also contact Mark Novak via phone at 703-737-8992, or via e-mail at [mark.novak@loudoun.gov](mailto:mark.novak@loudoun.gov). I look forward to attending any meetings or work sessions to offer PRCS support, or to be notified of any further information regarding this project.

A-029



# Loudoun County, Virginia

Department of Fire, Rescue and Emergency Management

803 Sycolin Road, Suite 104 Leesburg, VA 20175

Phone 703-777-0333 Fax 703-771-5359



## Memorandum

**To:** Mike Elabarger, Project Manager  
**From:** Maria Figueroa Taylor, Fire-Rescue Planner  
**Date:** August 25, 2008  
**Subject:** Hogan & Sons Goodyear (South Riding Professional Center)  
SPEX 2008-0036

Thank you for the opportunity to review the above-captioned application. The Fire and Rescue Planning Staff is not opposed to the application as proposed. However, staff respectfully requests that the applicant meet with the fire-rescue staff at Station 19 Dulles Public Safety Center, prior to site plan approval to discuss proposed fire protection, safety measures, tire storage, etc.

If you have any questions or need additional information, please contact me at 703-777-0333.

C: Project file